

FINANCIAL AND COMMERCIAL.

MONEY MARKET.

WEDNESDAY, Feb. 8.—^{W.}

The stock market was moderately steady today with about the usual amount of transactions. At the first board Penn. Coal advanced 1½ per cent., Northern Railroad ¾, Reading, Railhead ¼, Pennsylvania bond ½, and Baldwin declined ½ per cent.; Erie Railroad ½, Harlem ½, Hudson declined ½ per cent.; Erie Railroad ½, Harlem ½, Hudson were sales of Pott's Lead, the first we have noticed since the payment of the February dividend. North Carolina Copper was sold at yesterday's price. Railroad bonds were not in active demand, but prices were sustained. A few bank stocks were sold this morning, at previous rates. We notice a cautious movement in Harlem. More than three thousand shares were sold in two lots—one for cash and one on time, buyer's option. What this means is a mystery that may not be explained to some day, and may not be explained at all. The prolonged absence of the Pacific has a tendency to keep the stock market depressed, and the villain weather to-day no doubt exerted an unfavorable influence upon operations. Amidst all these things prices are tolerably firm, and holders should not feel discouraged. It is a very long lane that has no turn; and when we consider that it is nearly a year since we have had any speculations, and that the elements are daily becoming more propitious for an expansion, the probabilities of an upward movement are strengthened. The brokers are applied to almost every hour of the day to take money on cash loan, which shows that the supply is rapidly increasing, and must soon be seeking employment at lower rates of interest. It is seldom that we can give much encouragement to holders of fancy stocks, but it is at present our belief that prices will rule much higher before any depreciation of consequence takes place.

The steamship Asia, from this port for Liverpool, to-day carried out only their unearned dollars in specie.

At the adjournment of the board the following sales of stocks were made at auction:

\$200 Columbia, Pough. and Ind. R. R., 1st mort. interest advanced 100.

500 Atlantic Commercial Pipe Inv. Co. 157.

500 City Gas Co. 99.

A. H. Nichols' regular semi-weekly sale of stocks and bonds will take place to-morrow, at half past 12 o'clock at the Merchant's Exchange.

The receipts at the office of the Assistant Treasurer to-day, to-day, amounted to \$43,502 74; payments \$40,741 2—balance \$3,362 05 19.

The Niagara Fire Insurance Company has declared a dividend of eight per cent.; the St. Mark's Fire Insurance Company eight per cent.; the Jefferson Railroad Company of Indiana, six per cent. in stock.

The Merchant's Shot "Over Company," of Baltimore, has declared a dividend of ten per cent.

The Virginia House of Delegates, by a vote of sixty-six to sixty-one, has rejected the bill appropriating \$2,000,000 to complete the Covington and Ohio Railroad. The Senate has a bill to increase the capital stock of the Norfolk and Petersburg Railroad Company to \$700,000, and to authorize the board of public works to subscribe in behalf of the State for three-fifths of such increase.

The receipts of the New Bedford and Falmouth Whaling Company for the year ending November 20, 1854, have been as follows:—Amount received for transportation of passengers, \$74,135 31; of merchandise, \$3,473 22; of mail, \$6,873; of Tanton and Banchard Corporation, \$8,544 02; sundry receipts for expenses, Accts., \$3,076 61—total, \$122,602 16. The expenditures for the same time have been as follows:—R-pairs of road, \$15,805 45; do. of engines and cars, \$12,979 83; fuel, oil, salaries, Accts., \$4,771 65—total, \$35,763 03. Net earnings after deducting expenses, \$16,839 13. There have been declared two dividends during the year, amounting to \$55,000. Total surplus not divided, \$30,915 41.

The stock sales at the stock board, Cincinnati, and at private sale by Howson & Holmes, were as follows:—59 shares Covington and Lexington Railroad, stock 65, 50 shares Cincinnati, Hamilton and Dayton Railroad 100%; 20 shares Dayton and Western Railroad, 74 ½%; 35 shares Mad River and Lake Erie Railroad, 77; 15 shares Little Miami Railroad, 110; 10 shares Cincinnati, Winton and Zanesville Railroad, 76; 16 shares Cincinnati and Dayton Railroad, 104%; 25 shares Dayton and Western Railroad, 74%; 40 shares Little Miami Railroad, 100%; 15 shares Mad River and Lakes Erie Railroad, 77 ½; and 30 shares Covington and Lexington Railroad, 61%. The offers were, 10 Indiana Central Railroad, 77; 10 Centralia and Hilliard R. R., and Columbus, Newark and Indiana R. R.; 60 and Eaton and Hamilton Railroad, 55. Salve money. Rates for the past week were two per cent. for forty and thirty-five days at stock and collaterals.

The annexed statement exhibits the quantity and value of certain articles exported from this port during the week ending and including Saturday, February 4, 1854, distinguishing the destination and extent of shipments to each place:

COMMERCIAL PORT OF NEW YORK—WEEKLY EXPORTS.

London. Quant. Price. Quant. Value.

Wheat, bush 33,777 \$70 161 Flour, bbls. 3,032 19 98

Total. 100,900

Imports in same time. \$1,238,576

Excess of imports over exports. \$2,97,035

This shows a very heavy balance against us; but at this season of the year, it is of course expected. This is the time for heavy importations and moderate exports but the small outward movement of specie makes the aggregate exportation much less than that of many previous weeks. It is the impression of many financiers that the shipment of specie from this port has nearly ceased for a time at least, and that balances will hereafter be settled by bills of exchange, and that rates will rule low enough, and the supply large enough, to make it not only profitable to remit exchange, but to meet any demand that may arise. The outward movement of specie will not, in our opinion, cease altogether. The exigencies of certain parties on the other side may compel their agents here to remit specie; but, as a general thing, the precious metals will not be required to meet balances.

The exportation of specie to Great Britain during the past week, has been quite moderate; but to the Continent it has been full as large as usual. The articles received from England relative to the cotton market, have been of a character calculated to retard shipments and speculators have been disposed to wait for the accounts. This is to a great extent the case of the limited outward movement; but the principal cause is to be found in the general reluctance of the houses to ship on their own account. We have always found dealers and speculators in Eng and opposed to purchasing brass stuffs here and having sent forward for sale in Liverpool or London, preferring to wait the movement of American speculators. This has entailed heavy losses frequently upon shippers, and we have had to bear the brunt of all disputes. Whether any change has taken place in the system or not does not appear, but speculators on this side of the Atlantic evidently have no desire to take any more risks than they can help. The effect of this is to keep back supplies from European markets, and to let in our prices in our own markets to an extent that ultimately makes shipment impossible, by the excess in our quotations compared with those ruling abroad.

The reports of the leading departments of the banks of New Orleans for the month of January, 1854, compared with those for December, 1853, present the annexed comparative statement:

BANKS OF NEW ORLEANS.

Cotton, bales 601 \$55,710 Land, lbs. 93,671 \$1,573

Wheat, bush 9,261 11,298 Whalebone, 34,197 14,603

Rice, bush. 1,014 5,733 Masts, 2,000 433

Cottonseed, 400 1,980 Furs, 3 1,296

Clover seed, 200 4,410 Cud liver oil, 2 433

Rosin, 1,988 5,893 R. G. goods, ca. 105 4,873

Sps. turpentine, 729 20,214 Eis oil, 5 640

Flax, 1,000 2,000 Books, 6 90

Man tobacco, 836 2,682 Egg, 2 160

Hemp, 4,400 8,000 Soap, 22 2,700

Staves, 5,100 360 Total. \$324,551

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